GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

STARRED QUESTION NO:145
ANSWERED ON:27.02.2003
RAILWAY SAFETY WORK
SURESH RAMRAO JADHAV (PATIL)

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have achieved the target set forth in the Green Book for the railway safety during the last one year;

(b) if so, the details thereof;

(c) the total amount sanctioned for Special Railway Safety Fund and the amount spent so far out of this fund; and

(d) the further steps taken by the Government for railway safety in the country ?

Answer

MINISTER OF RAILWAYS (SHRI NITISH KUMAR)

(a) to (d) : A statement is laid on the Table of the Sabha.

STATEMENTREFERREDTO IN REPLY TOPARTs (a) TO (d) OF STARRED QUESTION NO.145 BY SHRI SURESH RAMR JADHAV TO BE ANSWERED IN LOK SABHA ON 27-02-2003 REGARDING RAILWAY SAFETY WORK.

(a) & (b) Yes Sir. The works contained in the Green Book and targetted for completion during 2001-2002 were completed. The details of expenditure in 2001-02, planhead- wise are as below:-

Items Plan-head wise	Targets	Physical achievements	Net Expenditure (Rs.in crores)
Track Renewals	2050 Kms	2490 Kms.	1106.6
Bridge Works	165 nos.	170 nos.	44.15
Signalling & Tele	72 stations	75 stations	155.92
Rolling Stock	158 coaches 1 diesel loco	158 coaches,	127.61
Total			1434.28

(c) The total amount sanctioned for Special Railway Safety Fund during 2001-02 and 2002-03 (Budget Estimate) along with expenditure for 2001-02 and 2002-03 (up to December, 2002) is given below:-

	Sanctioned amount (Rs. in crores)	Net Expenditure (Rs.in crores)
2001-02	1400.00	1434.28
2002-03 (BudgetEstimate)	2210.00	1345.03 (Upto Dec.2002)

(d) Some of the recent safety measures being taken are as under :-

(i) A non lapsable Special Railway Safety Fund of Rs.17,000/- crore. has been set up for renewal of overaged assets and for safety enhancement works.

(ii) Enhanced financial powers to the General Managers for faster implementation of safety works.

(iii) Safety Departments to be made broad based.

(iv) Safety officer is given powers to recommend punishments on the lines of Vigilance advice.

(v) Training to Railway staff is provided immediately after their recruitment and thereafter their knowledge is refreshed periodically. Seminars, Workshops and field demonstrations are also organized for permanent way staff from time to time to enhance and update their knowledge.

(vi) Procurement of simulators as training aid to improve training of running staff.

(vii) Odour-cum-fume type hot box detectors are under lab tests for timely detecting and detaching hot boxes thereby preventing breakage of axle/ journals on the run.

(viii) Fitment of micro processor control speed recorders to monitor speed of the train.

(ix) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake System on wagons has also been developed . The use of Composition Brake Blocks on wagons is being progressively increased

(x) Improvement in rolling stock design to reduce the impact of accidents and resultant casualties.

(xi) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.

(xii) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality maintenance system.

(xiii) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively

(xiv) An anti-theft elastic rail clip and fish bolt fastening is under development.

(xv) Instructions have been issued to reduce the number of fish plated joints, wherever feasible and for burring of two fish bolts, one on each rail, at joints located in the stretches considered vulnerable.

(xvi) There has been progressive increase in use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used.

(xvii) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xviii) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications .

(xix) To keep the track in good condition , track renewals are carried out whenever it becomes due subject to availability of funds.

(xx) Patrolling of railway track by gangmen is carried out at vulnerable locations during monsoon, summer and winter.

(xxi) The track structure is upgraded on planned basis.

(xxii) Regular inspection of track at various levels is undertaken

(xxiii) Derailment prone four wheeler wagons(CRT wagons) are being phased out of service.

(xxiv) Closer liaison is being maintained with State Police Departments, wherever required for preventionof crime on Railway tracks and bridges.

(xxv) Stringent penalty to the extent of dismissal / removal from service is being imposed on officials causing serious accidents.

(xxvi) All Cast Iron screw pile bridges have been sanctioned for rebuilding.